

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/13/2006

Crossing No.: 289680Y Update Reason: Changed Crossing Effective Begin-Date of Record: 03/01/03
Railroad: IC Illinois Central RR Co. [IC] Current Record
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division: NORTHERN REG. State: IL
Subdivision: RICHTON County: WILL
Branch or Line Name: MAINLINE City: In UNIVERSTY PARK
Railroad Milepost: 0031.40 Street or Road Name: STUENKEL ROAD
Railroad I.D. No.: 31-4 Highway Type & No.:
Nearest RR Timetable Stn: MONEE HSR Corridor ID:
Parent Railroad: County Map Ref. No.:
Crossing Owner: Latitude: 41.4319990
ENS Sign Installed: Longitude: -87.7508010
Passenger Service: Lat/Long Source:
Avg Passenger Train Count: 4 (PER J. HENORICKS) Quiet Zone:
Adjacent Crossing with
Separate Number: OF I.C. RR.
2-13-06)

Private Crossing Information:

Category: Public Access:
Specify Signs: Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D
Railroad Use:
State Use:
Narrative:

Emergency Contact: (800)995-7908 Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day: No
Total Trains: 42 Total Switching: 2 Day Thru: 20
Typical Speed Range Over Crossing: From 30 to 79 mph Maximum Time Table Speed: 79
Type and Number of Tracks: Main: 2 Other: 0 Specify:
Does Another RR Operate a Separate Track at Crossing? No
Does Another RR Operate Over Your Track at Crossing? Yes: NS ATK

2/13/06

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **289680Y**

Continued

Effective Begin-Date of Record: **03/01/03**

Current Record

Part III: Traffic Control Device Information

Signs:

Crossbucks: **0**
Advanced Warning: **Yes**
Pavement Markings: **No Markings**

Highway Stop Signs: **0**
Hump Crossing Sign:
Other Signs: **0** Specify:
0

Train Activated Devices:

Gates: **2**
Mast Mounted FL: **2**
Cantilevered FL (Over): **0**
Other Flashing Lights: **0**
Highway Traffic Signals: **0**
Other Train Activated
Warning Devices:
Channelization:
Track Equipped with
Train Signals? **Yes**

4 Quad or Full Barrier:
Total Number FL Pairs: **0**
Cantilevered FL (Not over): **0**
Specify Other Flashing Lights:
Wigwags: **0** Bells: **1**
Special Warning Devices Not
Train Activated:
Type of Train Detection: **Constant Warning Time**
Traffic Light
Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development: **Open Space**
Number of Traffic Lanes
Crossing Railroad: **2**
Is Highway Paved? **Yes**
Crossing Surface: **Timber**
Nearby Intersecting
Highway? **N/A**
Does Track Run Down a
Street? **No**
Is Commercial Power Available? **Yes**

Smallest Crossing Angle: **60 to 90 Degrees**
Are Truck Pullout Lanes Present? **No**
If Other:
Is It Signalized?
Is Crossing Illuminated?

Part V: Highway Information

Highway System: **Non-Federal-aid**
Is Crossing on State
Highway System: **No**
Annual Average Daily Traffic
(AADT): **008500**
Estimated Percent Trucks: **01**
Posted Highway Speed: **0**

Functional Classification of
Road at Crossing: **Rural Local**
AADT Year: **1999**
Avg. No of School Buses per Day: **0**



CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
600 N. COMMONS DR. SUITE 107
AURORA, ILLINOIS 60504

Project Memorandum

To: File
From: Joel Koenig, P.E.
cc: David Litton, Village Manager; Forest Miles, Village Attorney
Subject: University Parkway at Illinois Central, CMT Project No. 03220-05-00-108 (Railroad)
Date: February 27, 2006

We recently received an updated cost estimate from the Canadian National/Illinois Central Railroad for the at grade crossing at University Parkway (Stuenkel Road). Their cost estimate was transmitted in a letter dated February 13, 2006 under the cover of Mr. John M. Hendricksen, Manager of Public Works for the Canadian National Railroad. This cost estimate is to cover new crossing surfaces, signals, gates and temporary sequencing for the reconstruction of University Parkway. The Illinois Central will be leaving the two (2) tracks in place as they currently exist.

We reviewed our files to compare the costs proposed in Mr. Hendricksen's letter of Feb. 13th and the figures we proposed to the Illinois Commerce Commission in our letter of September 1, 2004. The costs shown in the CMT letter of September 1st were based on information we had received from Mr. Tom Zeinz. Mr. Zeinz was at the time the Manager of Public Works for the railroad, a similar position to that of Mr. Hendricksen.

Item	Description	Removal East Track (Sept 2004)	Two Tracks to Remain (Sept 2004)	Two Tracks Remain (Feb. 2006)
1.	Upgrade of track signals & gates	\$ 170,000	\$ 120,000	\$ 219,846
2.	New Crossing Surfaces	200,000	100,000	190,384
3.	Switch Relocation	N/A	250,000	N/A
4.	Temporary Signals (during Construction)	50,000	50,000	Assumed Incl.
5.	Additional Cantilever Length	25,000	25,000	Assumed Incl.
6.	Removal of East Track	N/A	Incidental	N/A
	TOTAL	\$ 445,000	\$ 545,000	\$ 410,230

These figures and calculations should be verified and confirmed with the railroad.

On September 7, 2004 the Illinois Commerce Commission provided a letter indicating they would provide funding for items 1, 4 & 5 (note this memo uses the same numbering system as was used in Sept. 2004), presuming the east track was to be removed. If the ICC does continue their commitment to the funding as noted (by item number) they would provide funding for \$219,846 (Feb. '06) vs. the \$230,000 (Sept. '04) for the east track removal that was being discussed at that time. The balance would be the obligation of the Village. This would be the cost for the new crossing surfaces, \$190,384. Again this should be confirmed with the railroad and the Illinois Commerce Commission.



United States Region

John M. Henriksen
Manager Public Works

17641 South Ashland Avenue
Homewood, Illinois 60430-1345
T 708.332.3557
F 708.332.3514

February 13, 2006
31/3

Mr. Joel Koenig, P. E.
Senior Project Manager
Crawford, Murphy and Tilly
600 North Commerce Place, Suite 107
Aurora, Illinois 60504

SUBJECT: Grade Crossing Improvements at University Parkway
DOT# 289 680, RR Mile-post 31.40
University Park, Will County, Illinois

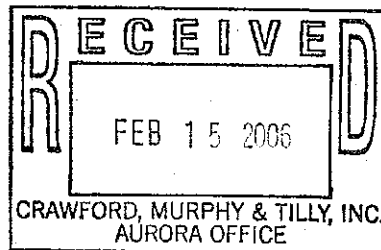
This is a follow up to our February 13, 2006 meeting concerning proposed improvements to the grade crossing at University Parkway.

As requested, attached are our updated estimates for this crossing. The first estimate is for the installation of two premium-crossing surfaces in the track. In addition to updated prices, this estimate includes contract flagging, which we are now include in all state project estimates. Flagging can add a considerable amount to the estimate.

The second estimate is our estimate for signal work. This estimate is still good from February 2005.

Sincerely,

Cc: M. Barron



Operations Special Capital Project Estimate

Stuenkel Rd 30/3 2006

US Region
Technical Services
Homewood, IL



Install 204 TF premium gade crossing surface
replacing 204 TF timber surface.

Estimate: Stuenkel Rd 30/3 2006
Location: University Park
Company Name: IC
Subdivision Name: Chicago
Mile Post: 31.4
State: IL
Network #

Date created: January 26, 2005
Date revised: February 13, 2006
Status: Open

Description	UM	QTY	PRICE	TOTAL
LABOR	GANG SIZE	Days	MD	
Unload/Distribute Material	3	2	6	\$221
Construct Track	5	2	10	\$221
Surfacing	5	3	15	\$227
Welding	2	3	6	\$226
Install Crossings	5	8	40	\$221
Accounting	1	1	1	\$90.30
Engineering	1	1	1	\$500
TOTAL DIRECT LABOR				\$17,727

Description	UM	QTY	PRICE	TOTAL
MATERIAL				
Rail New				\$7,413
Field Welding				\$740
Spikes				\$339
Anchors				\$541
Tie Plates				\$1,892
Minor OTM				\$16,269
Track Ties				\$5,087
Ballast				\$1,332
Crossing Materials				\$40,912
TOTAL DIRECT MATERIAL				\$74,525

Description	UM	QTY	PRICE	TOTAL
OTHER				
Per Diem (Mandays)	SUM	77	\$67.25	\$5,178
Flagging - Contractor (Mandays)/3 years	SUM	55	\$1,030	\$56,650
Traffic Control	SUM	1	\$5,000	\$5,000
Approach Work	SUM	1	\$4,300	\$4,300
Asphalt	TN	32	\$150	\$4,800
RR Owned Equipment	SUM	1	\$2,752	\$2,752
TOTAL OTHER				\$78,680

ADDITIVES	UM	QTY	PRICE	TOTAL
MOW Labor Surcharges		\$17,727	89.34%	\$15,838
Accounting Labor Surcharges		\$90	74.34%	\$67
Engineering Labor Surcharges		\$500	83.29%	\$416
Material Surcharges		\$74,525	4.20%	\$3,130
TOTAL ADDITIVES				\$19,451

DONATION	Amount	TOTAL
Recoverable Donation to CN (enter as negative)	(190,384.00)	(190,384.00)
TOTAL DONATION		(190,384.00)

TOTAL PROJECT COST	\$190,384
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MATERIAL FORECAST FOR Stuenkel Rd 30/3 2006 Chicago 31

Operations Special Capital Project Estimate

Stuenkel Rd 30/3 2006

US Region
Technical Services
Homewood, IL



Install 204 TF premium gade crossing surface
replacing 204 TF timber surface.

Material Description	State Tax	UM	QTY	Unit Price	Total
NEW 136#	6.25%	LF	408	17.10	\$7,413
THERMITE KIT 136 #	6.25%	EA	12	58.00	\$740
SPIKE TRACK 5/8" X 6", 50 lb Keg	6.25%	CN	15	21.28	\$339
RAIL ANCHOR 136	6.25%	EA	490	1.04	\$541
TIE PLATE DS 7-3/4X14 BASE 6"N	6.25%	EA	246	7.24	\$1,892
NEW 136# FHH-GLUED JOINT 16'	6.25%	EA	8	1200.00	\$10,200
RAIL-FORGED COMP LH 136-115#	6.25%	EA	8	695.00	\$5,908
5/8" x 12" timber screw (28 per Panel)	6.25%	EA	112	1.35	\$161
TRACK 7" X 9" X 8' 6" HWD #1	6.25%	EA	126	38.00	\$5,087
BALLAST ROAD	6.25%	TON	98	8.50	\$885
Sub Ballast	6.25%	TON	49	8.59	\$447
X-ING PLANKS - 8' 1" 136# Full Depth	6.25%	TF	4	100.00	\$425
CONCRETE CROSSING MATERIAL (Per Quote)	6.25%	TF	162	200.00	\$34,425
BLACKTOP	6.25%	TON	28	170.00	\$5,058
GEOTEXTILE MATERIAL (Square Yard)	6.25%	SY	90	2.40	\$230
PERFORATED PIPE, underdrain 6" PVC	6.25%	LF	250	2.80	\$744
TEE for 6" PVC Perforated Pipe	6.25%	EA	1	12.50	\$13
90 degree Elbow for 6" PVC Perforated Pipe	6.25%	EA	1	9.50	\$10

Operations Special Capital Project Estimate

Stuenkel Rd 30/3 2006

US Region
Technical Services
Homewood, IL



Install 204 TF premium gade crossing surface
replacing 204 TF timber surface.

FAPG COST SUMMARY

Estimate:	Stuenkel Rd 30/3 2006
Location:	University Park
Company Name:	IC
Subdivision Name:	Chicago
Mile Post:	31.4

February 13, 2006

LABOR	\$34,048
MATERIAL	\$77,655
OTHER	<u>\$78,680</u>
PROJECT TOTAL	\$190,384

ILLINOIS CENTRAL RAILROAD COMPANY

A WHOLLY OWNED SUBSIDIARY OF

CANADIAN NATIONAL RAILWAY COMPANY

HIGHWAY/RAIL GRADE CROSSING SIGNAL ESTIMATE

Roadway Name: University Parkway
Nearest Station: University Park, IL
Railroad Division: Central
Railroad Subdivision: Chicago
Railroad Milepost: 31.40
DOT Crossing No.: 289 680Y
Valuation Section: IL-1

Date: February 17, 2005

Est 1002-502

Prepared by: WCR

Description of Work: Signal work in connection with reconfiguration of crossing. (2 Track)

MATERIAL:

Item	Quantity	Units	Unit Cost	Cost
Landfill	1	LOT	\$1,000.00	\$ 1,000.00
Misc. Signal Material	1	LOT	\$500.00	\$ 500.00
Insulated Joint	1	EACH	\$500.00	\$ 500.00
<u>CROSSING MATERIALS PACKAGE</u>				
GCP3000, 80200-112-IP1	1	EACH	\$13,612.00	\$ 13,612.00
GCP3000, 80200-112	1	EACH	\$12,350.00	\$ 12,350.00
Serial Event Analyzer/Recorder, A80273	1	EACH	\$2,275.00	\$ 2,275.00
Recorder Interface, 80255	4	EACH	\$130.00	\$ 520.00
Narrow Band Shunt, 62775-1543	3	EACH	\$523.00	\$ 1,569.00
Narrow Band Shunt, 62775-3497	2	EACH	\$431.00	\$ 862.00
Battery Choke, 8A065A	2	EACH	\$212.00	\$ 424.00
Adjustable Inductor, 8A398-6	2	EACH	\$400.00	\$ 800.00
Bidirectional Simulator, 62664-F	4	EACH	\$687.00	\$ 2,748.00
Relay, ST, 500 Ohm, 400004	1	EACH	\$683.00	\$ 683.00
Rectifier, NRS 15110, ERB-C 5/5	1	EACH	\$238.00	\$ 238.00
Rectifier, NRS 15110, 20A	1	EACH	\$455.00	\$ 455.00
Rectifier, NRS 18120, 40A	1	EACH	\$660.00	\$ 660.00
Crossing Controller, 40A, 91190	1	EACH	\$3,934.00	\$ 3,934.00
Intelligent Current Sensor, 80271	2	EACH	\$355.00	\$ 710.00
Cantilever, WT/F, 24"	1	EACH	\$9,994.00	\$ 9,994.00
FLX-4000, 1-Way, Main Mast	1	EACH	\$675.00	\$ 675.00
FLX-4000, 2-Way, Jury Mast	1	EACH	\$1,525.00	\$ 1,525.00
FLX-4000 & Gate Assy, 2-Way w/1 Sidelite	1	EACH	\$7,762.00	\$ 7,762.00
FLX-4000 & Gate Assembly, 1-Way	1	EACH	\$6,133.00	\$ 6,133.00
Arm, E-Z Gate, 16-24'	1	EACH	\$569.00	\$ 569.00
Arm, E-Z Gate, 21-42'	1	EACH	\$790.00	\$ 790.00
Gatekeeper, SK-1000	2	EACH	\$1,975.00	\$ 3,950.00
Bell, Electronic	1	EACH	\$234.00	\$ 234.00
Battery, Ni-Cad, 240 AH	21	EACH	\$256.00	\$ 5,376.00
Foundation, Cantilever	1	EACH	\$3,000.00	\$ 3,000.00
Foundation, S-2	5	EACH	\$404.00	\$ 2,020.00
Battery Box, 6 Cell	3	EACH	\$428.00	\$ 1,284.00
Pre-Wired Aluminum Bungalow, 6X8'	1	EACH	\$15,650.00	\$ 15,650.00
Wire, 2c/6, T10456	3000	FEET	\$0.44	\$ 1,320.00
Cable, 3c/6 TECK, T10458	200	FEET	\$2.12	\$ 424.00
Cable, 5c/6, T10460	200	FEET	\$1.10	\$ 220.00
Cable, 2c/10, 6c/14, T10477	600	FEET	\$1.10	\$ 660.00
Cable, 7c/6, 9c/14, T12481	1200	FEET	\$3.05	\$ 3,660.00
				=====
SUBTOTAL MATERIAL				\$ 109,086.00

LABOR:SIGNAL LABOR

<u>Item</u>	<u>Gang Days</u>	<u>Cost/Day</u>	<u>Cost</u>
5-man Gang	30	1100.00	\$ 33,000.00
SUBTOTAL SIGNAL LABOR			\$ 33,000.00

MISCELLANEOUS LABOR

<u>Item</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Cost</u>
Preliminary Engineering	1	L.S.	\$2,500.00	\$ 2,500.00
Construction Engineering	1	L.S.	\$500.00	\$ 500.00
Accounting	1	L.S.	\$400.00	\$ 400.00
SUBTOTAL MISCELLANEOUS LABOR				\$ 3,400.00
TOTAL LABOR				\$ 36,400.00

OTHER

<u>Item</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Cost</u>
Per Diem/Business Expense	1	L.S.	7500.00	\$ 7,500.00
Contractor/Rented Equipment	1	L.S.	6000.00	\$ 6,000.00
Power Tap	1	L.S.	1500.00	\$ 1,500.00
Drainage Work (By others)	1	L.S.	6000.00	\$ 6,000.00
Contract-Crossing System Wiring	1	L.S.	6000.00	\$ 6,000.00
Freight on Crossing Package	1	L.S.	3000.00	\$ 3,000.00
Contract Engineering	1	L.S.	7500.00	\$ 7,500.00
TOTAL OTHER				\$ 37,500.00
TOTAL DIRECT COSTS				\$ 182,986.00

University Parkway

Page 3

University Park, IL

Est 1002-502

FAPG ADDITIVES

Material	\$ 109,086.00	
Material Additive (4.20%)		\$ 4,581.61
Signal Labor	\$ 33,000.00	
Signal Labor Additive (89.34%)		\$ 29,482.20
Engineering Labor	\$ 3,000.00	
Engineering Labor Additive (83.29%)		\$ 2,498.70
Accounting Labor	\$ 400.00	
Accounting Labor Additive (74.34%)		\$ 297.36
Other	\$ 37,500.00	
	=====	=====
TOTAL DIRECT COSTS	\$ 182,986.00	
TOTAL FAPG ADDITIVES		\$ 36,859.87
		=====
GRAND TOTAL FAPG BASIS		\$ 219,845.87

**GOVERNORS HWY. AT UNIVERSITY PKWY.
TRAFFIC/RAILROAD SIGNAL REPORT**

Location: University Park
Intersection: Governors Hwy. at University Pkwy.
TS Number: Not Applicable
Railroad: Illinois Central (CNIC)
DOT Number: 289 680Y

Prepared for:
Crawford, Murphy & Tilly, Inc.
for the

Illinois Department of Transportation
April 19, 2005

Modified February 28, 2006

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2.3	Remarks

Part 3	TABLE AND FIGURES
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PART 1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The purpose of this report is to determine whether an interface should be established between a proposed traffic signal at Governor's Hwy. at University Pkwy. and the railroad crossing signal subsystem located east of the intersection. The intersection and railroad crossing are located in the Village of University Park, Illinois.

The intersection of Governor's Hwy. at University Pkwy. is presently controlled by all-way STOP signs. An overhead red flasher supplements the STOP signs. (See Figure 1.)

1.2 PROPOSED CONDITIONS

1.2.1 Proposed Conditions

Roadway improvements (See Figure 2) are slated for this intersection that would provide the following:

- Traffic Signal control with pre-signal
- Left-turn channelization on all approaches
- A northbound right-turn lane
- A pedestrian crossing across the north leg of the intersection.

It is expected that the near rail will be located 71 feet from a point where the westbound stop bar will be located. The storage area for University Pkwy. as measured from that same point to a point spanning both tracks, will be approximately 109 feet.

STOP signs, which presently control each approach to the intersection, will be removed following traffic signal activation.

1.3 RECOMMENDATIONS

1.3.1 Highway Traffic Signal Subsystem

Based upon the data included with this report, the proposed highway traffic signal subsystem should incorporate the following recommendations:

- A pre-signal should be installed as part of this traffic signal installation.

- The proposed highway traffic signal subsystem should be interconnected to the railroad signal subsystem. Based on the *Recommended Practice of the Institute of Transportation Engineers Preemption of Traffic Signals at or Near Active Warning Railroad Grade Crossings*, when the potential exists of traffic queues from highway traffic extending across a nearby rail crossing, the traffic signal subsystem should be interconnected to the rail crossing subsystem.
- When pre-emption is installed, traffic signal controller timings shall be provided to clear to the track clearance pre-emption intervals in the shortest possible time. Pedestrian clearance time for the north crosswalk shall be abbreviated in the railroad pre-emption interval to only allow flashing "DON'T WALK" through the yellow clearance interval.
- North and southbound left-turn phasing on Governor's Hwy. should be installed as "protected-only".
- East and westbound left-turn phasing on University Parkway should be installed as "protected-only."
- "DO NOT STOP ON TRACKS" , "NO TURN ON RED", "STOP HERE ON RED" , and "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" signs should be installed in conjunction with the traffic signal. **Figure 2** illustrates the recommended placement of the signs. (The existing "DO NOT BLOCK OR STOP ON TRACKS" is a non-standard sign and should be removed.)
- L.E.D. pre-emption blank-out signs should be installed to restrict right turns off of Governors Hwy. during railroad pre-emption.
- Supplemental pavement markings (6" white diagonals) should be installed at the railroad crossing to emphasize that motorists should not stop in the area bounded a point where a stop bar would normally be located at the intersection and the stop bar at the pre-signal.

1.3.2 Railroad Signal Subsystem

- It is recommended that the minimum railroad warning time be established at 30 seconds when the interconnect to the proposed traffic signal is installed. Field observations were used to determine an appropriate "track clearance" time for University Pkwy. in order to clear vehicles off the tracks. **Table 3.1** shows the minimum railroad warning time required.
- A railroad cantilever should be provided for the westbound approach to the crossing.
- The proposed traffic interface should be released when the railroad gates start to ascend to minimize the potential of trapping vehicles on the tracks.

PART 2 EXISTING CONDITIONS

2.1 PHYSICAL CHARACTERISTICS

- Type: Four legged intersection presently controlled by all-way STOP control
- Location: Village of University Park
- Pedestrian Crossings: Proposed across north leg
- School Crossing: No
- Pre-emption blank-out signs: Proposed
- Signing Present: "STOP", "CAUTION 75 FT BETWEEN TRACKS AND HIGHWAY"
- Roadway Lighting: No
- RR Crossing: Two tracks
- RR Gates: Yes

2.2 RAILROAD SIGNALS

- Maximum Track Speed: Passenger - 79 MPH
Freight - 50 MPH
- Automatic Highway Crossing Warning (ACHW)
Train Detection: Motion Detection

2.3 REMARKS

- Depot: To north of crossing
- Passenger Platforms: To north of crossing

PART 3 TABLE AND FIGURES

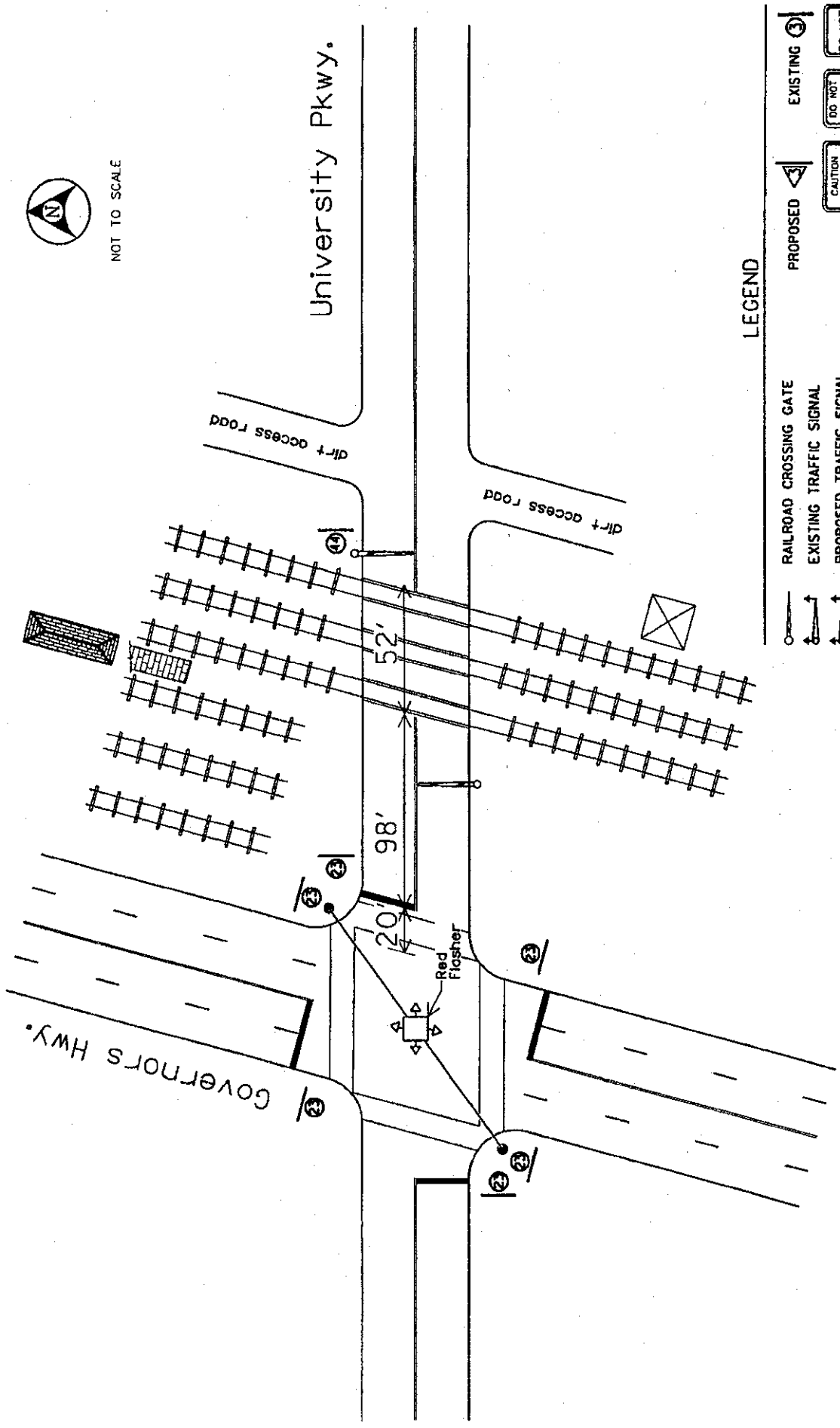
Table 3.1
Proposed Recommended Timing

	Time Needed
Delay ¹	1
Minimum Green ² (sec)	1
Yellow Interval ² (sec)	4.5
All Red Interval ² (sec)	1.5
Time Before University Pkwy. Receives the Green Interval (sec) (subtotal)	8
Track Clearance ³ (sec)	22
Min. RR Warning Time Required (Total seconds)	30

¹ One (1) second will be programmed into all railroad pre-emptors to limit false calls.

² Recommended minimum green, yellow, and red intervals for proposed traffic signal. (Yellow interval includes 4 seconds of flashing Don't Walk)

³ Time to clear the tracks based on field observations.



LEGEND

	RAILROAD CROSSING GATE		PROPOSED		EXISTING
	EXISTING TRAFFIC SIGNAL		PROPOSED TRAFFIC SIGNAL		DO NOT CROSS TRACK WHEN BELL IS RINGING
	PROPOSED TRAFFIC SIGNAL		TRAFFIC SIGNAL CONTROLLER		DO NOT STOP ON TRACKS
	TRAFFIC SIGNAL CONTROLLER		PRE-EMPTION BLANK-OUT SIGN		STOP HERE ON RED
	PRE-EMPTION BLANK-OUT SIGN		RAILROAD BUNGALOW		STOP
	RAILROAD BUNGALOW		RAILROAD PEDESTRIAN CROSSING GATE		DO NOT BLOCK OR STOP ON TRACKS
	RAILROAD PEDESTRIAN CROSSING GATE		PEDESTRIAN PLATFORM		STOP
	PEDESTRIAN PLATFORM		RAILROAD CROSSING LIGHT CANTILEVER		DO NOT BLOCK OR STOP ON TRACKS
	RAILROAD CROSSING LIGHT CANTILEVER		DEPOT		

FIGURE 1
EXISTING CONDITIONS

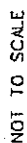
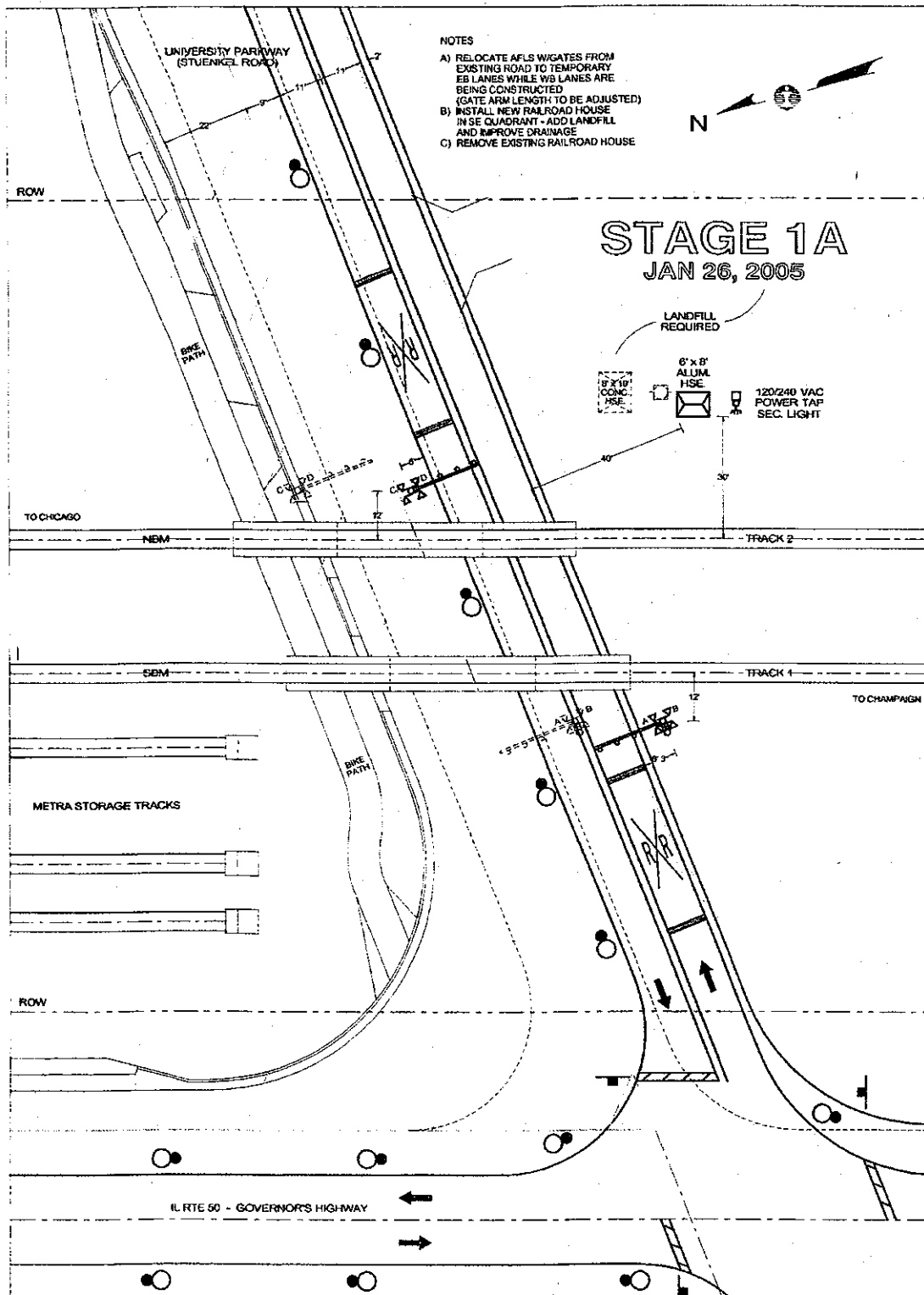

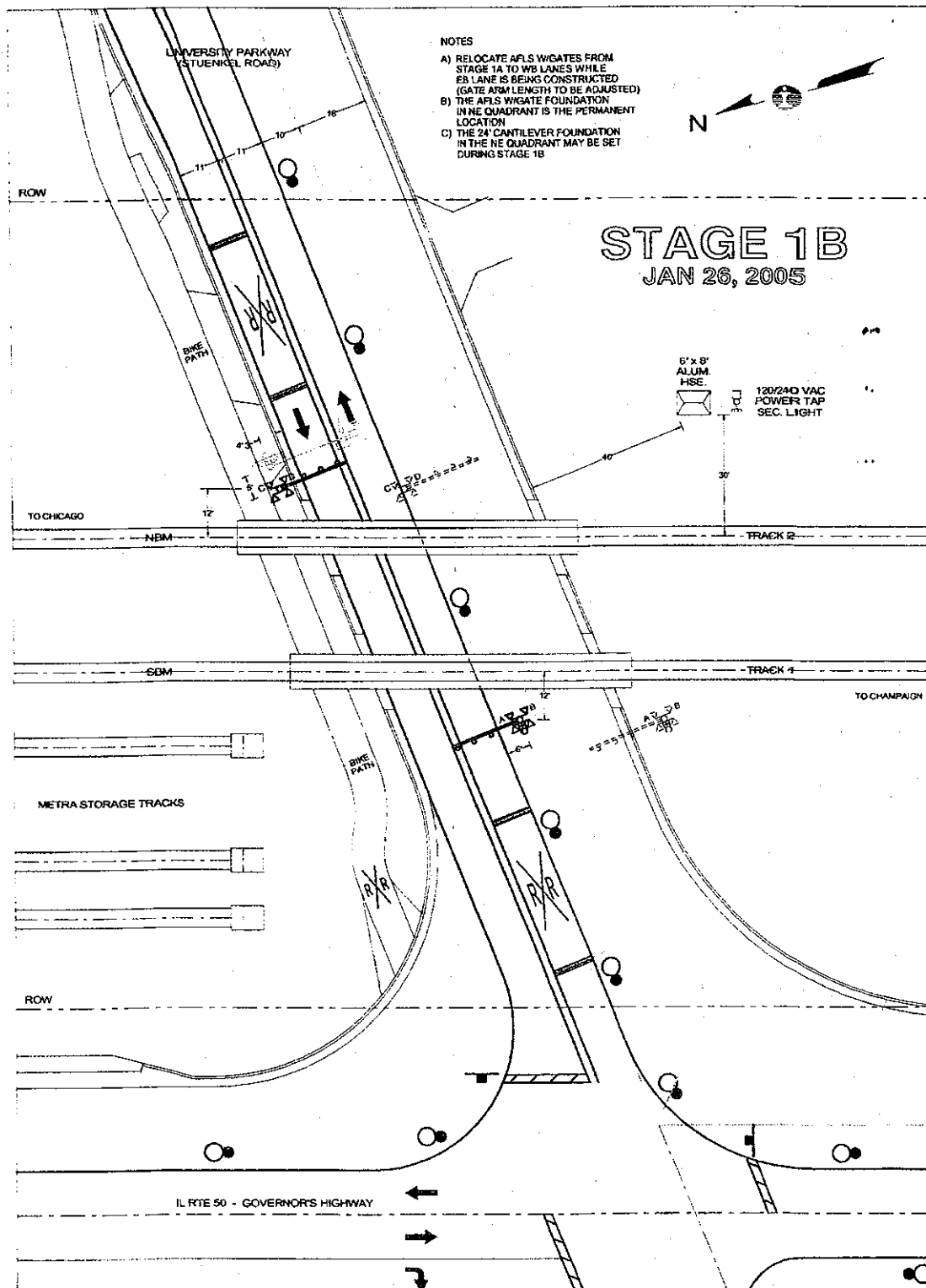



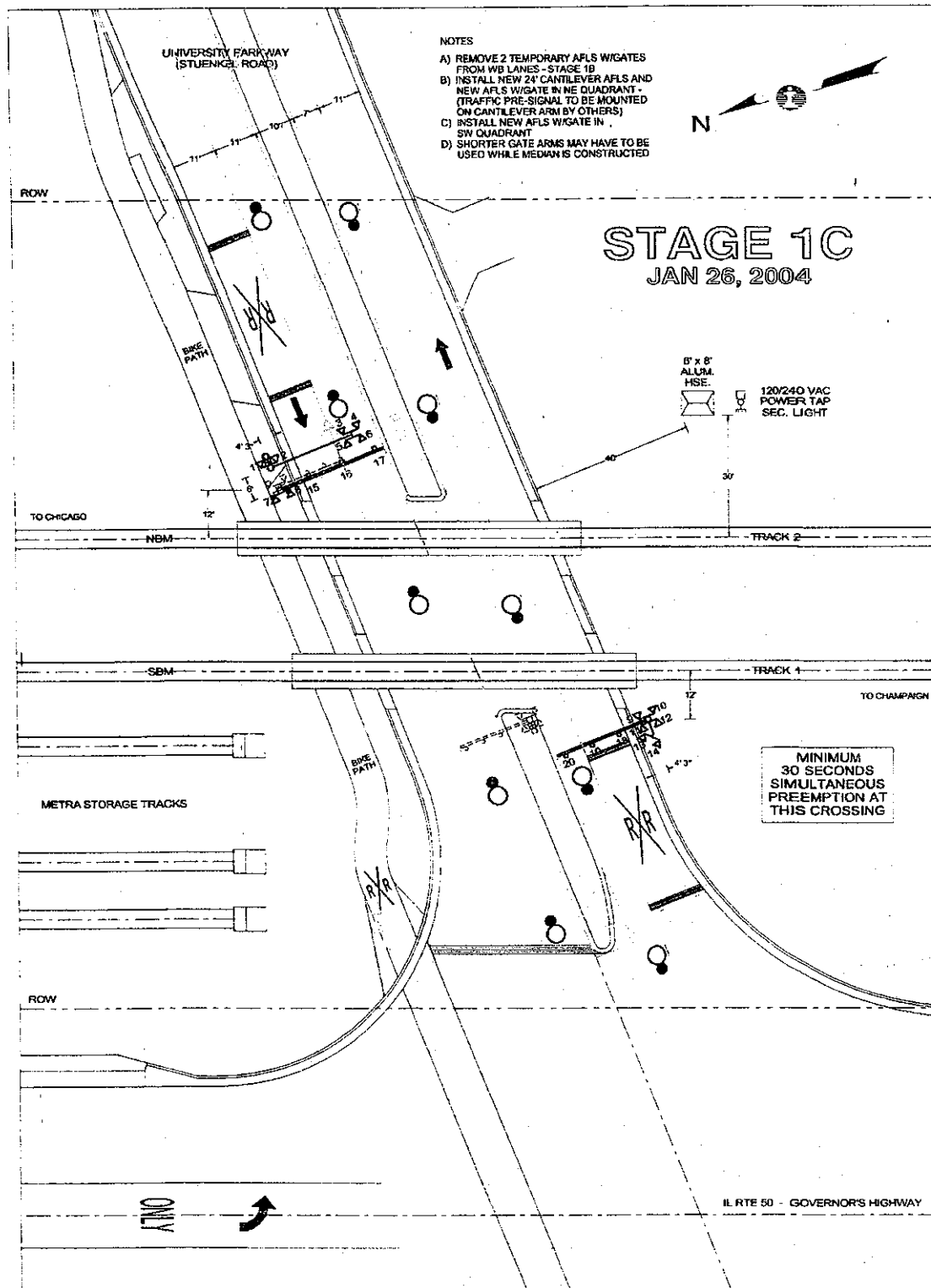
FIGURE 2
PROPOSED CONDITIONS



QUADRANT		NE	SW	 SIGNALS & COMMUNICATIONS, ENGINEERING DEPARTMENT	
STANDARD AFLS		-	-		
CANTILEVER FT		-	-	CITY & STATE	
GATE FT		10	18	UNIVERSITY PARK, IL	
ADDED LIGHTS		-	-	SD 1002 X	
BARRICADE		-	-	CROSSING	
MULTI-TK SIGN		-	-	UNIVERSITY PARKWAY	
BELL		-	X	DATE	
REVISIONS				NOV 26, 2004	
				IC - 31.40	
				DOT - 289 680Y	
				MIDWEST DIVISION	
				CHICAGO SUBDIVISION	
G:\DWG\CH\UNIVPAR\003140X		IN SERVICE		5-12-71	SCALE 1"=30'
				DRAWN BY	
				AVS	




QUADRANT	NE	SW	 SIGNALS & COMMUNICATIONS, ENGINEERING DEPARTMENT	
STANDARD AFLS	-	-		
CANTILEVER, FT	-	-	CITY & STATE	UNIVERSITY PARK, IL SD 1002 X
GATE, FT	18	18	CROSSING	UNIVERSITY PARKWAY DATE NOV 26, 2004
ADDED LIGHTS	-	-	IC - 31.40	DOT - 289 680Y
BARRICADE	-	-	MIDWEST DIVISION	CHICAGO SUBDIVISION
MULTI-TK SIGN	-	-		
BELL	-	X		
REVISIONS				
G:\DWG\CH\UNSPARK\03140X		IN SERVICE 5-12-71	SCALE 1"=30'	DRAWN BY AVS



- NOTES
- A) REMOVE 2 TEMPORARY AFLS WIGATES FROM WB LANES - STAGE 1B
 - B) INSTALL NEW 24' CANTILEVER AFLS AND NEW AFLS WIGATE IN NE QUADRANT - (TRAFFIC PRE-SIGNAL TO BE MOUNTED ON CANTILEVER ARM BY OTHERS)
 - C) INSTALL NEW AFLS WIGATE IN SW QUADRANT
 - D) SHORTER GATE ARMS MAY HAVE TO BE USED WHILE MEDIAN IS CONSTRUCTED

STAGE 1C JAN 26, 2004

QUADRANT	NE	SW	 SIGNALS & COMMUNICATIONS, ENGINEERING DEPARTMENT			
STANDARD AFLS	-	-	CITY & STATE UNIVERSITY PARK, IL SD 1002 X			
CANTILEVER, FT	24	-				
GATE, FT	36	20	CROSSING UNIVERSITY PARKWAY DATE NOV 26, 2004			
ADDED LIGHTS	-	45 °				
BARRICADE	-	-	IC - 31.40 DOT - 289 680Y			
MULTI-TX SIGN	-	-				
BELL	X	-	MIDWEST DIVISION CHICAGO SUBDIVISION			
REVISIONS						
G:\DWG\CHN\UNIPAR\003140X			IN SERVICE 5-12-71	SCALE 1"=30'	DRAWN BY AVS	

SD 1002 - MP 30 TO 31

RED-IN BLUE-OUT
NOV 26, 2004

UNIVERSITY PKY

4635' 35 SEC CMT/MIN 30 SEC @ 40 MPH

MAIN 2

PVT
DOT-288 679E

156 Hz

156 Hz

MAIN 2

MAIN 1

UNIVERSITY PKY

4635' 35 SEC CMT/MIN 30 SEC @ 79 MPH

MAIN 1

30
0 100

500

1000

1500

2000

2500

3000

3500

4000

4500

5000

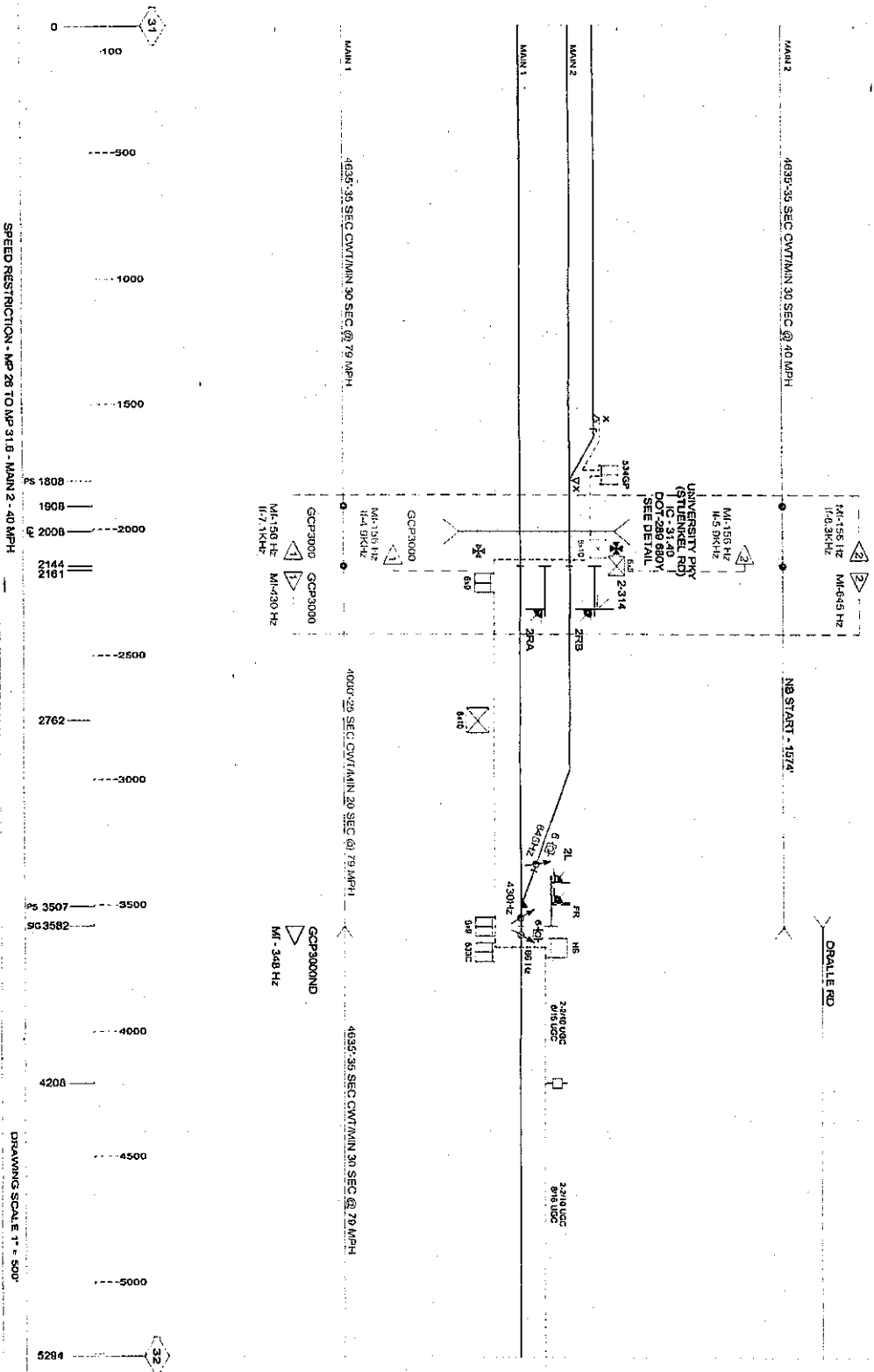
SPEED RESTRICTION - MP 28 TO MP 31.6 - MAIN 2 - 40 MPH

DRAWING SCALE 1" = 500'

31
0 100

3120

= STUENKEL =





ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

July 13, 2004

Mr. Kelly D. Farley, P.E.
Crawford, Murphy & Tilly, Inc.
600 North Commons Dr. Suite 107
Aurora, IL 60504

Dear Mr. Farley:

This letter is in response to your May 27, 2004 submittal of an intersection design study, with a revision date of November 13, 2000, for the intersection of Governors Highway @ University Parkway. The future traffic signal at this intersection is proposed to be interconnected to the warning devices at the Canadian National/Illinois Central Railroad highway-rail grade crossing (AAR/DOT# 289 680Y) in the Village of University Park, Will County.

We have reviewed the IDS in regard to the interconnected highway-rail grade crossing. Our previous approval of the IDS is still valid as long as the following items are addressed (the first item remains unresolved from our previous reviews four years ago):

1. The existing track used as a siding (we believe it is the easterly track) must be re-located outside the crossing area (previous correspondence indicated it was to be moved to the north). This will provide a smaller crossing area, more vehicular storage as well as possible revisions to traffic signal phasing.
2. A petition to install traffic signals and interconnect them to the railroad warning devices needs to be filed with the Commission by the sponsoring agency (either the Village or IDOT). The petition must include provisions for re-locating the aforementioned siding.

Please send a **quarter size** copy of the revised IDS for our file showing only one track through the crossing as well as any revised phasing that may be adopted.

If you have any questions concerning this matter, please contact Dan Powers, Rail Safety Specialist, at (847) 516-0733.

Very truly yours,

Michael E. Stead
Rail Safety Program Administrator

cc: Steve Travia - IDOT
Phil Marcyn - IDOT

STATE OF ILLINOIS



ISC/SBP/KPA

03220-05-00 -
RAILROAD

ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

September 7, 2004

Joel Koenig, P.E.
Crawford, Murphy & Tilly, Inc.
Engineers for the Village of University Park
600 N. Commons Drive, Suite 107
Aurora, IL 60504

Dear Mr. Koenig:

This is in response to your letter dated September 1, 2004, with which you requested additional assistance from the Grade Crossing Protection Fund be made available for the proposed safety improvement project at the University Parkway/Stuenkel Road highway-rail grade crossing (AAR/DOT #289 680Y, milepost 31.40-M) of the Illinois Central Railroad's (CNIC) tracks in University Park, Will County.

The subject project is included in the Commission's 5-Year Crossing Safety Improvement Program Plan (Plan) for FY 2005-2009. The line item in the Plan shows an estimated total cost of \$200,000. Assistance in the amount of \$100,000 from the Grade Crossing Protection Fund (GCPF) is programmed to be available for this project during State Fiscal Year 2005 (July 1, 2004-June 30, 2005). The GCPF assistance is anticipated to be used to help pay for an upgrade to the existing crossing signal circuitry.

It is my understanding the railroad proposes to remove the East Track through the University Parkway grade crossing, and relocate an existing track switch. Based on the information you provided, this office is willing to increase the amount of GCPF assistance for this project to pay for all costs associated with crossing signal-related work (Items 1, 4, and 5 of the cost table shown in your letter). In return, we would propose the remainder of the project costs would be the responsibility of the Village and the CNIC.

I trust this information will be helpful. If you have any questions, please contact Dan Powers at (847) 516-0733 or dpowers@icc.state.il.us.

Very truly yours,

Michael E. Stead
Rail Safety Program Administrator

cc: Tom Zeinz, CNIC



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

LOCAL ROADS AND STREETS

Village of University Park

Location: University Parkway, Central Avenue to Crawford Road

Section No.: 96-00014-00-PV

Project No.: M-7003(351)

Job No.: D-91-181-96

Cook County

SEP 29 2004

September 27, 2004

Mr. Kelley D. Farley, P.E.
Senior Engineer
Crawford, Murphy & Tilly, Inc.
600 North Commons Drive, Suite 107
Aurora, IL 60504

Dear Mr. Farley:

The Bureau of Traffic and the Bureau of Local Roads have reviewed the Revised IDS for the intersection of University Parkway and Governor's Highway submitted with your letter of September 3, 2004. We have no further comments, therefore, the IDS is approved.

If you have any questions or need additional information, please contact Phil Marcyn, Traffic Coordinator, at (847) 705-4189 or via email at marcynpa@dot.il.gov.

Very truly yours,

Diane M. O'Keefe, P.E.
District Engineer

By: 

James D. Skvarla, P.E.
Program and Office Engineer
Local Roads and Streets

Consulting Engineers

September 1, 2004

Illinois Commerce Commission
Transportation Division/Rail Safety Section
627 East Capitol Avenue
Springfield, Illinois 62701

Attn: Mr. Michael Stead, Rail Safety Program Administrator

Re: 03220-05-00-106 **Grade Crossing**
University Parkway (Stuenkel Road)
at the Illinois Central Railroad

Dear Mr. Stead:

We are the Village Engineers for University Park, Illinois, a home rule community. The purpose of this letter is to request an amendment to the funds currently designated for the upgrade of the University Parkway (Stuenkel Road) crossing.

At the request of the Village, Crawford, Murphy & Tilly, Inc. is currently preparing design drawings and right of way plats for the improvement of University Parkway, from Central Ave. to Crawford Ave. This roadway crosses the Illinois Central Railroad at grade at mile post 31.40 (DOT # 289 680Y). We are anticipating having the plans and right of way ready for a November 2005 letting with an anticipated start of construction in the spring of 2006.

We understand that the ICC currently has programmed \$200,000 (total costs) for this crossing in the FY 2005 program. In our discussions with Mr. Tom Zeinz of the Illinois Central Railroad he provided projected costs for the upgrade of the crossing (see attached minutes from the meeting of March 3, 2004). In our discussions, two scenarios were discussed, one with both tracks remaining in place and another with the removal of the east track. Our understanding of the costs for each option is shown below.

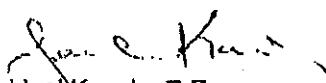
Item	Description	Two Tracks Remain	Removal of East Track
1.	Upgrade of track signals & gates	\$170,000	\$120,000
2.	New crossing surfaces	\$200,000	100,000
3.	Switch Relocation	N/A	250,000
4.	Temporary signals (during construction)	50,000	50,000
5.	Additional cantilever length	25,000	25,000
6.	Removal of east track	N/A	Incidental
TOTAL		\$445,000	\$545,000

The removal of the east track is being included in this amended request for funds due to the offer by the Illinois Central to remove this track and the ICC's request of July 13, 2004 for this removal. It is our understanding that the Illinois Central is willing to remove this track if compensating funds are made available for this operation. According to our notes from our March 3, 2004 meeting, Mr. Zeinz noted that the actual cost to the Illinois Central would likely be the \$250,000 as noted above but they would achieve certain cost savings if this removal were done at the time of the grade crossing upgrade. Mr. Zeinz also stated that \$100,000 would be the offsetting cost between what they would spend to do this and what they could save.

I trust that with the attached information and the requested amounts as noted above is sufficient information for the Illinois Commerce Commission to review this request for an amended amount for funding for the upgrade of the crossing. We also welcome your office to contact Mr. Zeinz directly regarding these figures and confirm the details of the Illinois Central's opinion on these matters. Should you have any questions regarding this issue, please feel free to contact me at my office.

Sincerely,

CRAWFORD, MURPHY & TILLY, INC.


Joel Koenig, P.E.

Encl.

- Meeting minutes of March 3, 2004 with Illinois Central Railroad
- Letter of July 13, 2004 from the Illinois Commerce Commission
- Draft railroad signal report of May 12, 2004
- ICC funding chart for FY 2005

cc: Elbert Shaw, University Park Village Manager
Bon Adcock, University Park Superintendent of Public Works
Forest Miles, Village Attorney
Tom Zeinz, Illinois Central Railroad Company
Jeff Harpring, Illinois Department of Transportation